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for a great distance with ropes, they arrived at a lake, 8 miles long, and explored it to its further extremity; this they named Lake Puntledge. A central camp was established on its shores, and the country explored in various directions. On the 16th, following a valley in a south-eastern direction, another smaller lake (Lake Young) was discovered and crossed on a raft. Reaching its opposite shores the party pursued a southerly course, and crossed, on the 18th, a range of mountains, at the foot of which lay another lake, 4 miles long; this was named Ash Lake. A fourth lake, east by south of the last mentioned, was called Lake Dickson. A considerable river falling into this sheet of water was named Fisher's River, and a prominent snow-peak, more than 4000 feet high in the range near it, Mount Evans. A fifth lake met with just before reaching the central lake, and emptied by a river into the latter, was named 'Rounce Lake.

On the 20th and 21st they travelled due south along a range of mountains, 2000 feet high, and on the 22nd arrived at the dreary expanse of water, the Central lake, which they found to be 18 miles long, much smaller than was previously supposed. It stretches about east and west. The party built a raft and navigated it in an easterly direction for about 7 miles; they then left it and penetrated through the woods, in a south-east course, towards Sproat's or Kleecoot Lake, another large sheet of water which Mr. Brown had explored the previous year. They travelled round this until they arrived in front of the Opischesah Indian village at the Falls of the Somass. From this point they descended by way of the Somass to Alberni, where they were warmly received by the settlers.

In this journey across the island Mr. Brown believes he has discovered a new and easy route for a waggon-road connecting the east and west coasts. Gold was also found in various places. Lieut. Leech, who crossed at the same time with another division of the exploring party from Nanaimo, past the west end of Cowichen Lake to Alberni, reported having crossed four distinct ranges of mountains, many of the culminating peaks of which, ranging from 3700 to 5500 feet in height, were named after the principal gentlemen who had taken part in promoting the exploration. The expedition afterwards recrossed the island to Nanaimo.

3. *Boat Voyage along the Coast of Spitzbergen, in 1864. From the 'Tromsø Tidende.'*

(Translated and communicated by H. D. Woodfall, Esq., Maidstone.)

THREE of the vessels fitted out for Spitzbergen this year were beset in the ice, and the crews in their boats endeavoured to meet with one or other of the sea-horse fishers, by keeping along the land on the north and west coast. This boat voyage is in itself an extraordinary one, as made along such a desert coast to an extent of certainly above 100 miles (700 English), from the east side of Northeastland through Hinlopen Straits, westward, quite up to Foreland's Fiord, where they were picked up by the Swedish expedition.

During the many years that this fishery has been carried on by Norwegians,* the fishermen have almost exclusively kept to the west side of Spitzbergen, and only occasionally and by degrees stretched over to the north and east. Indeed, until quite lately scarcely any one has ventured eastward of the Seven Islands, the passage from which to the east has been blocked up by ice for the greater part of the summer, i.e. between the Seven Islands and Black Point,

* About forty-five years.

the so-called "Northern Gate." The south-easterly exit of Hinlopen Straits, the so-called "Southern Gate," has also been blocked in the same way.

The north and east side of Northeastland have hitherto been altogether an unknown field to our Spitzbergen fishermen, and the east side of Spitzbergen has been looked upon as much more impracticable, on account of the lay of the ice, than it is found to be. There is now every reason to conclude that the stretch of sea east of Northeastland is free from ice pretty early in the summer, and that in any case it opens somewhat earlier than the two before-named "Gates," of which the northern one was open this summer about the middle of July, and the southern one the beginning of August.

There is every reason to expect that the expeditions to Spitzbergen will be carried on henceforward with more energy than has hitherto been the case, for it has now become apparent that great profits may be made if the vessels were provided with auxiliary screws.

In order to carry on the fishery with some degree of safety on the east side of Northeastland, and before the autumn ice comes down, it is absolutely necessary to be at the Northern Gate as soon as the passage is open. With a sailing vessel, to reach at the precise time may be attended with difficulty, as calms, as a rule, prevail along the north coast throughout the month of July. To reach Eastland through Hinlopen Straits is not to be thought of, partly because, as a rule, the "South Gate" is barred to a later date in the summer than the North Gate, and partly because a constant south-easterly wind prevails in the Straits. If the vessels were provided with an auxiliary steam-engine, they would reach the east side, in all probability, in the course of every summer. For further information on this subject we give extracts from the log of Skipper Tobiesen, of the *Æolus*, one of the above-mentioned vessels:—

3rd August, 4 P.M.—We were off the Seven Islands. Sent two boats ashore to look after sea-horses, but at 5 obliged to give them a signal to return on account of fog.

4th, 10 A.M.—Stood out and hailed Skipper Aarström, of Tromsø. Went in company with him to Skipper Mathilas, also from Tromsø. Resolved to travel in company round the east points of Northeastland.

5th.—Thick weather; had all the boats out, to tow along the land to the eastward till 6 o'clock. Killed in the course of the day four sea-horses and three seals.

6th.—N.W. wind; fresh breeze, with thick weather. Killed before midday ten sea-horses. 1 o'clock, put about, and steered along the edge of the ice towards the s. and s.w. 12 o'clock, midnight, off its south point.

7th.—S. and s.w. Clear and calm weather. Giles' Land to the s.e. by s., and part of Spitzbergen to the s. by e., at a computed distance of twelve* miles, and steered w.n.w. till 10 A.M., when we were obliged to take our course back again, in consequence of meeting with the "fast ice."

8th.—S.W. and calm; thick snowstorm during the whole of the night. Stood along the field of ice, having Giles' Land still in sight.

9th.—Westerly. Drifted with the current n.w. till 10 o'clock, when a gentle breeze sprung up. Killed in the course of the day five sea-horses.

10th.—Calm and northerly. 1 o'clock P.M., sent out three boats towards some islands. Came back by 5 o'clock with five sea-horses and one seal.

11th.—Stiff breeze. Tacked the whole day towards the north. 8 o'clock P.M., went on board to Skipper Mathilas, who informed me that he and Skipper Aarström had killed a number of sea-horses ashore, and that many were left behind, which he made over to me. Went on shore with three boats and commenced laying them.

* Query, 15 miles to a degree?

12th.—Wind getting up, with heavy sea at 4 o'clock A.M. Went on board for a little rest and refreshment, having been at work the night through. Later in the day we could not go on shore again on account of the storm.

13th.—N.E. 5 o'clock; sent twelve men on shore to work again. By seven in the evening we had the whole on board, consisting of seventy-six sea-horses and a white bear. 8 o'clock: all boats out after sea-horses, and came back with seventeen.

14th.—South; light breeze. Stood s. on account of the closeness of the ice. Made short tacks where there were openings in the ice.

15th.—S.S.E. and E. by N., variable winds, and thick weather. Kept tacking, in the hope that the ice would open towards the land. 4 o'clock, P.M., we determined, in company with Skipper Mathilas and Aarström, to steer to the south, along the edge of the ice, as the ice came drifting towards us.

16th.—N.N.E. Stiff breeze, with clear weather. At 7 o'clock, A.M., we were off the south points of the field of ice, but could not penetrate beyond on account of its compactness; brought up in a little opening in company with Mathilas and Aarström; held a council with the other skippers, and determined to abandon the vessels if the crew would consent. By 11 o'clock, P.M., the opening was so small that we could no longer tack, we therefore hauled our vessels together. I assembled the crews of the three vessels, and asked them their opinion. All answered that they could no longer remain with the vessels, that it was high time to hasten in order to fall in with other vessels before they had all left.

17th.—12 o'clock, midnight. At work making ourselves ready to leave the vessels. We distributed the crew in three boats, and took with us some provisions, clothes, nine rifles, powder and ball, lances and harpoons, and to each boat a cooking-kettle. 2 o'clock, P.M., we left the ship in company with the boats from the other vessels. The whole of the catch abandoned in the three vessels consisted of 212 sea-horses, 141 seals, 28 white fish, and 9 white bears, of the value, according to the usual calculation, of 5000 specific dollars (1100*l.*).

From the foregoing extract of Skipper Tobiesen's log-book, it will be seen that Tobiesen, after sailing along the coast of Northeastland, and having on the 6th August reached the south point of the ice-field, was forced, on account of the ice, to retrace his course. On the 11th, on his way back, he fell in with Skipper Mathilas, who had in the mean time made a rich catch, in company with Skipper Aarström, at Great Island; where Tobiesen, on the 11th, 12th, and 13th, was occupied with the catch at Great Island. Mathilas and Aarström, who had full ships, endeavoured to escape through the passage between the Seven Islands and Black Point. In the mean time, at Seahorse Island, they encountered so much drift ice coming down from the Northeastland, that they were again obliged to turn south. The three vessels had now no other outlet than to make their way along the coast of Northeastland, which along its entire north-east coast forms a continuous field of ice, in order, if possible, to find a way open to the south-easterly entrance of Hinlopen. The open water, in the mean time, filled more and more with drift-ice; the fog prevented their observing whether the ice came from more than one quarter, and the 16th August found the crews in the unfortunate position that they must abandon their vessels, under circumstances but little consoling. The season was so far advanced, that the shipwrecked men could cherish but slender hope of reaching the west coast before the departure of the last fishers. We shall now again let the shipwrecked tell their own tale:—

Thursday, 18th August, 2 P.M.—The ice opened along the ice-field, and we rowed along it the whole day till 7 P.M., when the storm increased to such a degree, that Tobiesen and Mathilas were obliged to make fast to the field, as they could not follow the other boats, beginning to drift back. Some time after

a fragment of the ice-field toppled over, which quite filled Mathilas' and half filled Tobiesen's boat. As soon as the men saved themselves by getting from one to the other boat, making eleven in it, they pushed off from the ice with the boat full of water in tow. After remaining in this miserable plight for half an hour, and having cleared their boat of water by means of their kettle and boat scoops, they laid hold of the boat that was full in order to empty it. In the course of two hours we were thrice exposed to the same accident. At last the boats were got in order, and could proceed on their voyage.

Friday, 19th.—At 9 A.M., by the greatest exertion, we reached the land of Northeastland, and joined the other boats which had arrived a little before us. As the gale still continued, we remained there for the rest of the day.

Saturday, 20th, A.M.—The gale began to moderate, and we now set out, the seven boats in company, and rowed till 10 P.M., when we again went on shore to rest a while.

Sunday, 21st.—After we had rested, we commenced, in the morning, rowing northerly across Hinlopen Straits. Later in the day we shot some sea-horses for food, but as we afterwards shot some reindeer, we were not obliged to eat it. From the time we landed on Northeastland—the 19th, and pursued the coast along to South Hook, at the entrance of Hinlopen Straits, we fell in with sea-horses in such numbers, that we could have filled several large ships.

Monday, 22nd, A.M.—We separated, so that four boats rowed on the westerly side of the Straits, and the other four (3?) on the easterly side, in order, if possible, to fall in with one of the sea-horse fishers. Unfortunately, we were not aware that at the bottom of Greatfiord a strait trends eastward to the southerly entrance of Hinlopen Straits, a sound that several years ago was navigated by Skipper Johannes Neilson, of Tromsö, but which escaped our memory, and this year it was again passed through by the Swedish expedition. Had we known of this Sound, we should have fallen in with the Swedish expedition, which at that very time was in Greatfiord, and thus saved ourselves from the long and fatiguing voyage along the north and west coast.

After we had, in the manner stated, rowed up both sides of Hinlopen, the boats met on the 25th at Vorlegenbed Hook, without having met any vessel. After we had rested a while, it was determined that Aarström, with four boats, should go in search of vessels in Hvide Bay,* and Kiørlighed Bay,† while Tobiesen and Mathilas, with the other three boats, should search Icefiord. On the 24th the last mentioned made "Röde Strand," and on the 25th the inner side of Norse Island.

On the 26th, we reached Amsterdam Island, and took on board, in case we should be obliged to winter at Spitzbergen, the hermetically sealed cases which three years before had been left by the Swedish expedition, and originally intended for the food of their dogs. At 8 P.M. we came to Seal Bay (Kobbegugt), where we found two hogsheads of ship's biscuit, one of which we took. At 11 we reached Hamburger Bay, where we were glad to rest.

The 27th, at 6 A.M., we left Hamburger Bay, and reached Makhook at 4 P.M., where we landed, and then proceeded to Kingsbayness, where we arrived at 9 P.M.

The 28th, at 2 P.M., we came to Langöven,‡ where we rested, and then determined that Mathilas, with two boats, should keep the shores of the mainland, in a southerly direction, to Icefiord, whilst Tobiesen, on the other hand, with one boat, should follow the Foreland south, and further to the westward.

Whilst Tobiesen, on the 29th and 30th, was searching along Forelands Island, without meeting with any vessel, on the 31st he crossed over to Icefiord, and after rowing and sailing the whole night, reached Adventure Bay,

* Weide Bay.

† Kiørlighed—Love, Charity.

‡ Long Ears.

in Icefiord, where the shipwrecked men, to their great joy, found the fisher-vessels, the *Venshab* and *Speculation*, both hailing from Tromsø. A short time previously Mathilas had fallen in with the Swedish expedition vessel, *Axel Thoresen*, on her way to the North, which changed her destination out of consideration for the shipwrecked men. Not long after, Aarström made his appearance, and the crews were divided among the three vessels, and reached Tromsø in safety, certainly not without the heavy loss of their summer earnings.

The Norwegian land mile is = to 7 English. The sea mile 15 to a degree.

4. *Account of a Journey across the Atlas Mountains and through the Oases Tuat and Tidikelt to Tripoli, by way of Ghadames, in the year 1864.*
By M. GERHARD ROHLFS.

[M. Rohlf's has sent the following Report of the remarkable journey he has lately performed, of which a short account has already appeared in the present volume of 'Proceedings,' p. 79.]

WHEN I started from Algiers in the month of August, 1863, with the intention of penetrating to the oasis of Tuat, through Laghnat and Abiad-Sur-Schieh, insurmountable obstacles presented themselves in the latter place, owing to the refusal of Sidi-Sliman-ben-Hamsa, who was then living, to give me letters of recommendation. These were indispensable, in order to enable me to reach Gurara, the most northerly province of Tuat. I found myself compelled, therefore, to turn back and try to reach Tuat from another direction, and believed I should attain my object with greater facility if I made Morocco my point of departure. My former journey in that country had made me acquainted with many people, and I was, moreover, sure of the protection of Sidi-el-Nadj-Abd-es-Shalam of Uesan, who, as chief of a religious brotherhood, that of Muley Thaib, ruled over the greater part of the Arabs of Morocco and the Algerian Sahara as far as Ghadames.

On arriving in Tanger the English minister, Mr. Drummond Kay, furnished me, in addition, with a letter of recommendation to the Grand Sherif in Uesan, and treated me with great kindness. The Sidi-el-Nadj-Abd-es-Shalam, besides giving me numerous letters of introduction, forwarded my projects by sending me with a caravan of pilgrims belonging to the tribe Beni-Mgill, who live in the Great Atlas, and who happened to be there during my stay in Uesan. By this fortunate circumstance I was enabled to reach the Great Atlas without danger, being under the protection of the most formidable tribe of this vast mountain range. I had only one servant, as my means did not enable me to engage more; and I was obliged to expend much in presents whilst in Uesan. We were both mounted, and I thus ascended the Atlas all the way on horseback, although the journey was full of risk, especially in descending the southern slope.

In the beginning of May, 1864, I continued my journey in company with the pilgrims of Uesan. On the southern slopes of the Djebel-Muley-Dris-Serone I first entered the country of the savage tribes, for to the north of that mountain, and thence to the coast, the Arab element prevails. I left Fes to the eastward, the towns of Mikenes and Serone lying to the west; and passing over the plains of Gurr and Sis, I entered on the district of the Beni-Ntir, the most northerly of the savage tribes inhabiting the Great Atlas. My course, with the exception of the many windings which the hills forced us to take, was always south-easterly; and I had attained now to so great an